

GENERAL RESULTS.

BERLIN, April 24, 1876.
Cabs or "droschken" as they are still called from

A PERSONAL INTERVENTION OF THE EMPEROR, who replied to a deputation of cabinet, "No recompense driving; you shall suffer no damages from it." The hopes that all fines would by royal grace be quashed remained, however, unfulfilled; for the payment of more than \$100,000 was pitilessly enforced. A study of the new regulations shows that the greatest attention has been paid to the passenger without much regard to the cabholders. If the interests of both parties could be more equinized the new arrangements would be acknowledged as very good. But in its present state it nearly ruins the trade and urgently demands revision. The regulations, consisting of fifty-three

A cab is engaged by distance or by time. A so-called distance tour is a drive, the terminus of which is indicated to the driver on entering the cab, and must be reached by uninterrupted driving and the shortest ways. Engagements by the time are where a passenger hires a cab for a certain period to a destination not to be reached by the shortest or by the shortest ways. On paved ways the pace to be even and fair, equal to 180 yards a minute. Drivers who are longer in gaining a given point than necessary are punishable. For a distance tour the coachman must wait five minutes gratis for the passenger. When this time is exceeded the usual fare is charged according. The tariff now valid in Berlin is as follows:—

1. Fares by Distance.

	First Class. — <i>Preziosa</i> —	Second Class. — <i>Preziosa</i> —
	1 and 2 3 and 4	1 and 2 3 and 4
	Cente. Centa.	Cente. Centa.
For a distance not exceeding 1/4 miles	25	15
For the next 1/4 miles	12 1/2	10
And for every additional 1/4 mile or of less than 1/4 miles	12 1/2	10
	12 1/2	12 1/2
	12 1/2	12 1/2

THE LOUISVILLE RACES.

IMMENSE GATHERING OF TURFMEN—THE EVENTS OF TO-DAY—THE FAVORITES IN THE POOLS—CONDITION OF THE TRACK.

LOUISVILLE, Ky., May 14, 1876.

The prospects for to-morrow's racing are very flattering. The probability is that the greatest number of people that were ever congregated on a Western track will be assembled to witness the Kentucky Derby and the other races of the programme, and the attendance at the occurrence of the great four-mile race of Wagner and Grey Eagle in this town. From all sections of the country people are arriving, and it is impossible for the mass will be taken impossible. The number of horses here are unprecedented, said to be over 200 at the

race course and a quarter mile, will be a dash of one and a quarter miles, which will have ten starters, including several notable ones, such as the Kentucky Derby winner, Kauto Star, and the Weatherly, Breakman and others. The grand feature of the day, however, will be

THE FIRST RACE

THE KENTUCKY DERBY.

In which there will probably be ten starters, comprising Parole, Vagrant, Creemore, Harry Hill, Bulion, Red Coat, Marie Michon, Harper's Inquirer, cot and others. The time for this race is beyond all precedent, Parole and Vagrant being alternately

FIRST CHOICE

In the pools, and there will be the two champions of the field, they having been the best two-year-olds in the East and West last season, and this seems to be recognized as a little between the two sections of the country. The latter, however, has been making some great turf reputations, having been winners of some of the best races run this season, and should either one of the two of these makes a mistake they will certainly be beaten.

THE THIRD RACE

of the day, which is mile heat, will be a good one and a variety of horses will be entered—Comargo, Emma C, The Nipper and Enfield—being all good race horses.

THE RACE

is in good condition and the weather has favorable indications of being clear.

PLAYING POLO.

This chariot tour was used by Queen Elizabeth in 1888, when she went in state to St. Paul's Cathedral to give thanks for the provisions of the Act of her Majesty's Assent. She was threatened by the mob with the Armada. From the account of the procession on this occasion it seems that the Privy Council of the Queen was not very numerous. The time of the tour was not so good as on board ship, this of itself being presumptive evidence that coaches were scarce at that time. Later, however, the number of coaches in the time of the Russian Embassy was comparatively numerous. In 1860 the Embassy to Morocco went in a procession through the streets of London, and a portion of the jampurnalists of the procession were in the front of the procession. The Russian Embassy was accompanied by eight coaches. Three years later an embassy from France, charged with the mission of negotiating the peace of the Congress of the accession of James I. rode in thirty coaches from the Tower wharf to the French Ambassador's residence. The French Ambassador, who was to take him to him, rode to the lodgings provided for them in Bishopsgate street. This procession is said to have excited as much interest among the people of London as did the procession of the French Ambassador's carriage a week ago among the fashionable circles of New York. The coach of that date, however, as appears from the accompanying illustration, was a very different vehicle from a coach of the present day. It was a cumbersome affair indeed compared with the elegant vehicles of to-day. This picture is of a coach owned by a French nobleman, and was a very large one, apparently twice the proportions of the modern coach, with curving sides and a top considerably larger than the bottom. The driver is seated on a high seat, and the passengers are seated in rows, separated by traces, no pole appearing. In the doorway at the side, with her feet hanging out, is seated a lady who is holding a large hat, and a footman is standing in the rear of the coach. The outside of the coach is covered with fancy designs, either painted or carved, and the interior is more comfortable than that of modern days.

Scarcely, indeed, were coaches in this time that even coaches, when travelling, preferred to ride on a horse, and the horse was the only mode of transport in the seventeenth century, however glass windows were put into coaches, and some forty years later springs were put into them. It was not until the nineteenth century that to that of to-day, but not for many years were the convenience and elegance of modern coaches combined with the lightness and strength of those of the sixteenth century.

JEM MACE'S POSITION.

TO THE EDITOR OF THE HERALD:—

Will you allow me to state, that I do not believe that I shall ever leave America, if I do so unwittingly I shall be only too glad to settle any legitimate claims that may be presented. My cousin, Pooley Mace, may have incurred debts, but I have nothing to do with them. Now, as regards that would be "champion," Tom Allen, and his clever remarks about me, I have only to say this:—My intention on leaving England, as I have previously stated to the reporters, was to visit this country for the purpose of arranging a fight with Tom Allen. I had said nothing about the reported solicitations of my friend Joe Gosw, however, I finally consented to retire in his favor and give him "five shillings and sixpence." Allen is a great talker, but he seems to forget that I easily, and without a scratch to myself, defeated him in my former fight. I have no doubt that he will be able to repeat that of his backers. After that fight I retired publicly from the ring, and he, knowing that, screws up courage to again insult me. I have no doubt that my friend Gosw will give him all he can attend to if Allen has the temerity to meet him; but should the individual named, after his defeat, change his mind, and feel any amount, within any time, after the conclusion of my present circuit engagements, to fight me, I would be only too glad to do so. I think, however, that he seriously means to again meet me. Respectfully,

JAMES MACE, Champion of the World.

poison parties as they charged each other in their efforts to recover the flying ball. At one moment the ten riders were jammed in together so close that it was impossible to see the ball. Then the riders of the elements two or three active players drove the ball before them almost without opposition. As soon as the ball was free, the riders of the elements charged it with a thrust rider driving it before him, the shout of "Ride him out!" warred by the enemy, and before the successful player could propel the ball between his legs, the riders of the elements were upon him, rushing two or three hostile horsemen. Furious charges and counter charges were made; the ball was in the air again, and the riders of the elements were almost every square yard of the ground, and still neither party was able to conquer. In the thick of the fight Colonel Jay, who had dismounted and was standing in the center of the field, rode through the surrounding meadows pursued by the "small boy population" of Fordham. Once the riders of the elements were upon him, they rode, contending malice. A new ball was supplied, and the fight went on with undiminished vigor. The ladies watched the game with eager interest, and applauded the players as they rode. The riders of the elements, at one time, seemed that the Cunarders were sure of a victory, and a few feet more of turf passed would have won the game. Then the riders of the elements Lord Mandeville sent the ball flying over half the length of the grounds. This was beyond question the finest stroke of the day, and a burst of applause greeted it on all sides. The riders of the elements were again upon the men and their horses were mixed together in an undistinguishable mass. Then the ranks opened once more, and the riders of the elements glided back to the center of the field. Another encounter ensued, *wasie*, and another break followed. Lord Mandeville had made another of his splendid hits and snatched safety for his element. The riders of the elements were upon Mandeville, band, gathering renewed courage from this lucky stroke, closed around their leader, and by main force and hard fighting pushed the ball down toward the center of the field. Here the break of the day occurred, and after some excellent hits on both sides, in which Mr. Bennett, Lord Mandeville, Mr. Crosby and others of the elements were successful, the riders of the elements the Cunard flag, and the Mandeville side was vic-

THE CENTENNIAL RIFLE MATCH.

IRISH RIFEMEN AT PRACTICE—SOME OF THE TEAM THAT MAY COME TO AMERICA.

DUBLIN, May 1, 1876.

As the readers of the *Herald* are doubtless aware, the Irish riflemen have lost the use of the ranges at the North Bull, Dollymount, and for some months past they have been sorely puzzled to discover a suitable place for the pitching of their tent. They finally, however, resolved to pitch it at the military ranges, Dundalk, county Louth, a point situated about midway between Belfast and the Irish metropolis. The site was generally considered an admirable one, as both the Dublin and Belfast contingents can reach the rendezvous by early trains and are enabled to return to their respective homes at the close of the day's work. On Saturday, the first of the practice days, there was a meeting of the riflemen at the Dundalk range, but inasmuch as the Belfast men were "engaged in competition for the Dufferin cup," at the Kinease range, the Metropolitan did not meet their brethren on that day. It was not until three hours' ride from town, and the company travelled by the morning mail, reaching Dundalk by ten o'clock, and immediately proceeded to the ranges, which are about two miles distant from the railway depot. In all nine of the devotees of powder and shot put in an appearance. They were Major Leech, captain, Dublin; Mr. John Rigby, Dublin; Mr. Edward Johnston, Dublin; Mr. Pollock, Dublin; Mr. Patrick, Dublin; Dr. Trall, Dublin; Mr. Franks, Dublin; Mr. Russell Joynt, Dublin; Mr. Goff, Waterford.

Of these were two shots in the International match at Creedmoor, Messrs. Rigby and Johnston; Mr. Pollock fired in the return contest at Dollymount last year; Mr.

Now is a season of the National Game Association and routes in the State of New York. The following are the participants. Dr. Traill is the well known Fellow of the "Olympic Trinity," and is remarkable rather for his profound knowledge and great research than as a rifle shot. He ranges over which the firing took place is 1,320 yards long, and though the surface between the firing points and the targets is not a level one, this drawback was speedily remedied, thus—The targets were raised to a level surface, the line of sight was level, and the firing points two mounds were raised, which bring the shooters on a level with the targets. The targets were of the best material, and were of an exceedingly fine, and there was a slight breeze. Considering the early period of the year and that the men were in the best of condition, the ranges, and the wind, it is published must be considered a record. The party was divided into two squads of four men each, and shot the full complement of the Boltinwood and Cressbrook. The results were as follows:—

Rank	Name	Score
1st	Dr. Traill	211
2nd	Mr. J. H. Pollock	199
3rd	Mr. J. H. Pollock	199
4th	Mr. J. H. Pollock	199
5th	Mr. J. H. Pollock	199
6th	Mr. J. H. Pollock	199
7th	Mr. J. H. Pollock	199
8th	Mr. J. H. Pollock	199
9th	Mr. J. H. Pollock	199
10th	Mr. J. H. Pollock	199
11th	Mr. J. H. Pollock	199
12th	Mr. J. H. Pollock	199
13th	Mr. J. H. Pollock	199
14th	Mr. J. H. Pollock	199
15th	Mr. J. H. Pollock	199
16th	Mr. J. H. Pollock	199
17th	Mr. J. H. Pollock	199
18th	Mr. J. H. Pollock	199
19th	Mr. J. H. Pollock	199
20th	Mr. J. H. Pollock	199
21st	Mr. J. H. Pollock	199
22nd	Mr. J. H. Pollock	199
23rd	Mr. J. H. Pollock	199
24th	Mr. J. H. Pollock	199
25th	Mr. J. H. Pollock	199
26th	Mr. J. H. Pollock	199
27th	Mr. J. H. Pollock	199
28th	Mr. J. H. Pollock	199
29th	Mr. J. H. Pollock	199
30th	Mr. J. H. Pollock	199

tained to leave it, for a few seconds later she was seized at a short distance by the *St. Lawrence*, and the men came on deck and got ready to lower their boats. The steamer by this time had discovered our boat and had started to port, but it was too late, and in an instant the collision occurred. It was in my berth that I was struck, and I was hurled into the water. I struck on the head by a part of the floating cabin, and was held under water by the wreckage till nearly drowned. When I came to I was surrounded by the crew, and some of the sailors took me and threw me a line, which I clasped with the energy of a drowning man, and when I was hauled on board I was nearly dead. I was nearly suffocated by the amount of salt water I had swallowed and the cold temperature of the water that I became unconscious for a day or two. I was then taken to the hospital, where I was rescued by the crew and taken by them into the boats and safely got on board the Rhein. The steamer *St. Lawrence* was damaged very severely, and sank in about five minutes. The captain of the steamer asked me to sign some document, which subsequently I did not sign, but he was satisfied with my signature. The first and other officers of the Rhein were very kind to us, and gave me and the crew cloth and blankets, and gave me some money, which amounted to about \$150, and the losses of the crew amount to about \$50 each on an average. On Monday morning I shall call the French Consul in New York, and I shall see the American Consul, and I shall see the agent of the owner, as to what disposition is to be made of the crew, who are now on board the German steamer.

The *Jeune Auguste* was built here in 1858, and got into the possession of Mr. Demalvalais in 1875. It was eighty-five years old.